

DEPARTMENT OF NATURAL RESOURCES
AND CONSERVATION



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STATE OF MONTANA

Invitation for Bid
#155077FIRE

To be opened: March 30, 2015

TITLE: State of Montana Call When Needed (CWN) Large Air Tanker Price Agreement
ADDENDUM NO 1

Date: March 9, 2015

To all Bidders:

Please make the following **corrections** to the above-referenced Invitation for Bid.
All other terms of the subject "Invitation for Bid" are to remain as previously stated.

Corrections:

The following language shall replace paragraph 1 in 2.0 DISPATCH/DELIVERY/OPERATIONAL REQUIREMENTS:

All equipment awarded under this IFB shall be dispatched through a Northern Rockies Dispatch Centers. The Vendor will be listed on an established statewide resource list. When Vendor's resources are listed as unavailable, the resources will not be eligible for dispatch under this agreement.

The following language shall replace 3.1.5 Food and Drink:

Vendors are required to provide sufficient food and drink to support contract employees while in travel status and the first shift of the incident. This is not reimbursed by the State.

After that time, when State subsistence at incident camps are available, meals for Vendor's operator(s) will be furnished without charge. The State will furnish meals without cost if restaurant subsistence is the approved camp for incident personnel. All other expenses for food and drink will be reimbursed at the Federal Government rate.

The State, during demobilization and/or reassignment, may provide sack lunches to the Vendor personnel without charging the Vendor

The following language shall replace 4.1 Fully Operated:

Vendor, except as otherwise provided in this agreement, will furnish the aviation equipment and services in accordance with the specifications, terms and conditions of this agreement and at the applicable accepted bid schedule prices, the aircraft, pilots, other personnel, repairs, operating supplies, service facilities and incidentals necessary to the operations of the aircraft. Vendor must furnish the aircraft, pilots, other personnel, repairs, operating supplies, service facilities, equipment, services and personnel and incidentals as described in the bid submittal at the price quoted for that period. The flight rate will be considered a dry rate. The vendor will be reimbursed by the State for aircraft fuel and airport incidentals such as landing fees. Documentation of fuel and incidentals is required for payment. In addition, overnight cost for personnel will be reimbursed by the State at the Federal Government Per Diem rate. This agreement requires that the Vendor's operations be conducted within FAA civil authorities and not as a Public Use Aircraft. The Vendor shall remain the operator of the aircraft at all times.

The following language shall replace 4.7 Payments:

4.7 Payments

Payment will be made at the rates shown in this Price Agreement. When a daily availability is charged the aircraft and support equipment along with all necessary personnel will be in a state of readiness for operations within a fifteen (15) minute notice (see ATTACHMENT H - Payment Procedures).

RATES: (This table is for example purposes only. Please only fill out and submit ATTACHMENT A)

	Aircraft/Vehicle Make	Model	Registration or License #	Rental Cost per Hour (Aircraft) or Mileage (Fuel Servicing and/or Maintenance Vehicle)	Daily Availability *
1					
2					
3					
4					
5					

**The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.*

The following shall replace ATTACHMENT A:

ATTACHMENT A (Revised)

AVIATION PRICE AGREEMENT SUBMITTAL

	Aircraft/Vehicle Make	Model	Registration or License #	Rental Cost per Hour (Aircraft) or Mileage (Fuel Servicing and/or Maintenance Vehicle)	Daily Availability*
1					
2					
3					
4					
5					

**The awarded Daily Availability Rate shall include all fixed and variable costs (depreciation, salaries, overhead, permanent shop facilities, etc.) incurred in providing continuous service exclusive of those costs directly attributed to actual flight.*